

Regional Technical Coordination Meetings

Washington State Long-Term Air Transportation Study (LATS)

June 2006

Presented by:



**Washington State
Department of Transportation**

and

SH&E

Meeting Objectives

- **Who is WSDOT and What are We Doing at Your Airport?**
- **Introduce LATS to Washington Airports**
- **Review Airport Inventory Survey**
- **Provide for Technical Discussion/Question and Answer time on the Airport Inventory Survey and LATS**

Who is WSDOT?

- **Local Airport Aid Grant Program**
- **State-operated Airports**
- **Policy and Strategic Planning— assists local jurisdictions and airports in**

developing plans and regulations that protect airports as essential public facilities.

- **Air Search and Rescue – coordinates all searches for missing pilots, passengers and aircraft in the state.**
- **Aviation Outreach and Education**



5010 Inspections

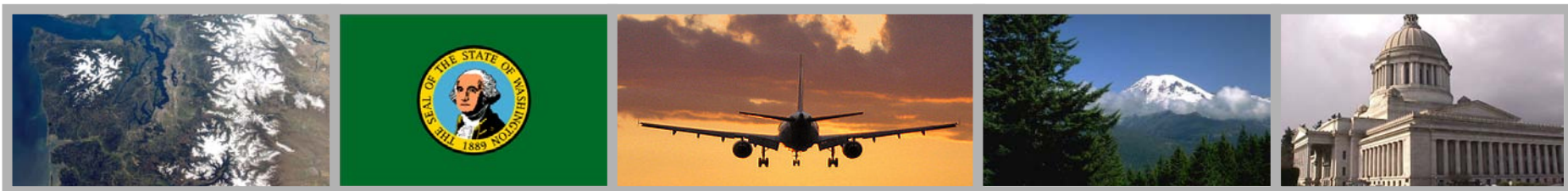
- **Master airport record**
- **Describes physical and operational characteristics of public use airports**
- **Used for facilities directories, charts, flight handbooks, airspace studies, planning, etc.**
- **Completed on a three-year cycle by FAA**

5010s and Airport Inventory Survey

- **FAA undergoing 5010 inspections at Washington Airports through consultant GCR**
- **Some inspections will overlap with LATS airport inventory survey**
- **LATS survey and 5010s collect some of the same information, but have different purposes**

What is WTP?

- **Presentation by Chris Picard, WSDOT**
- **Please refer to handout**



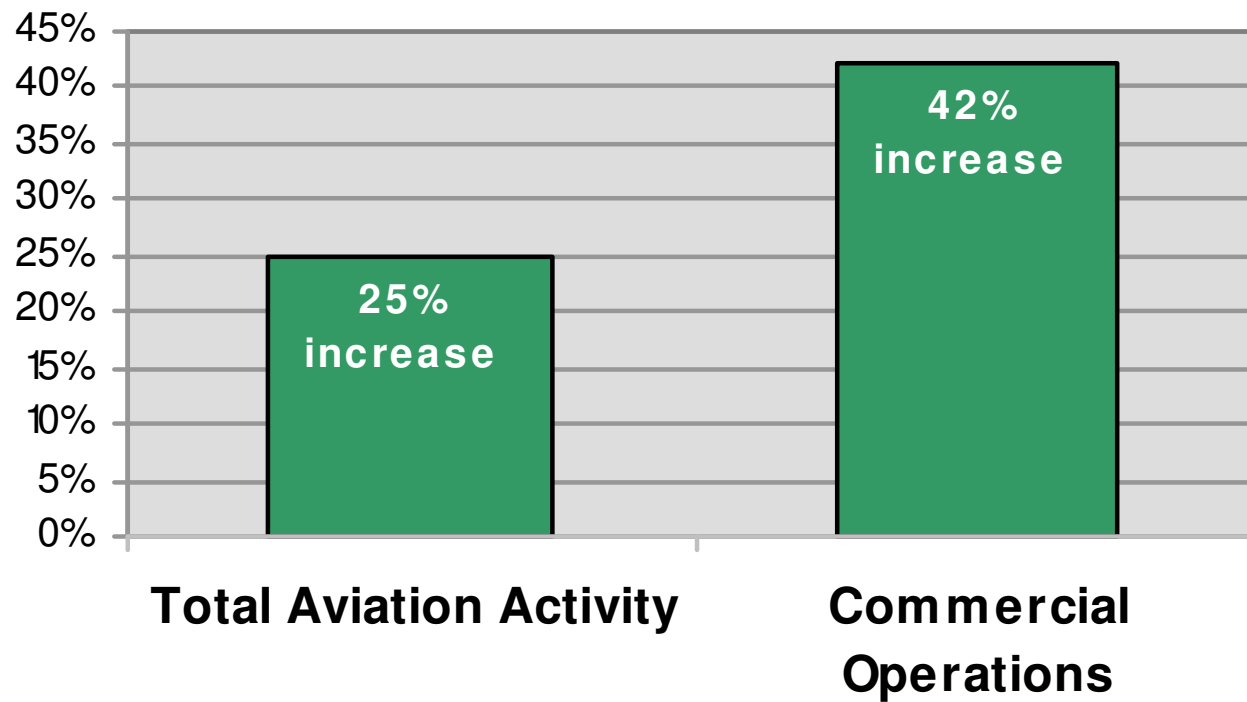
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Washington State Long-Term Air Transportation Study (LATS)

WASHINGTON AIRPORT ISSUES AND TRENDS

Is the State Prepared?

FAA FORECAST - 2030



Source: Federal Aviation Administration

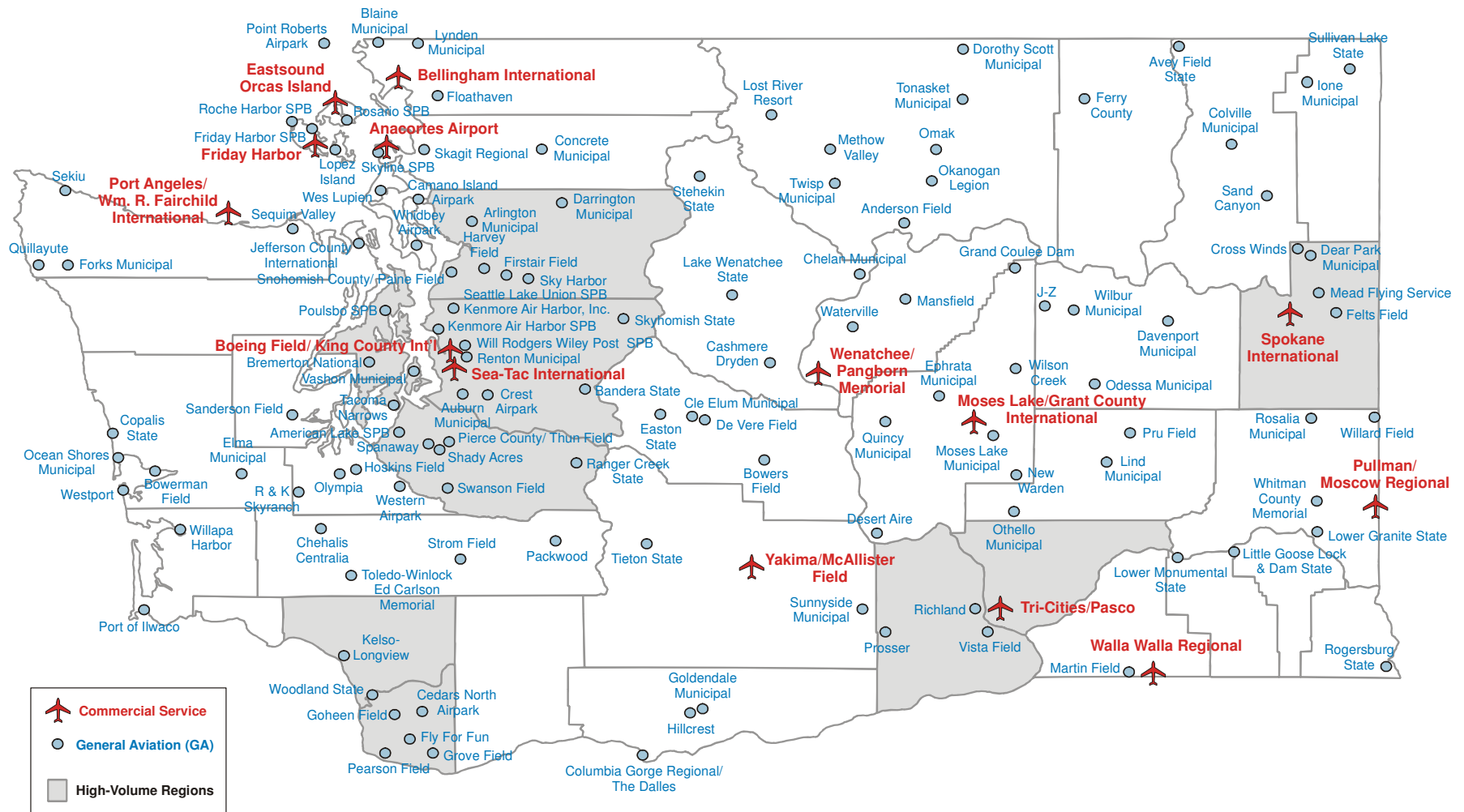
Critical Issues

- **Funding opportunities are tightening as fuel tax revenues and federal budgets decline**
- **FAA forecasts predict significant increases and changes in aviation activity by 2030**
- **Washington lacks a statewide strategy to ensure adequate aviation capacity to accommodate predicted growth**
- **Long-range planning is needed now to make smart, targeted investments and to protect our aviation system for the future**

Statewide Growth

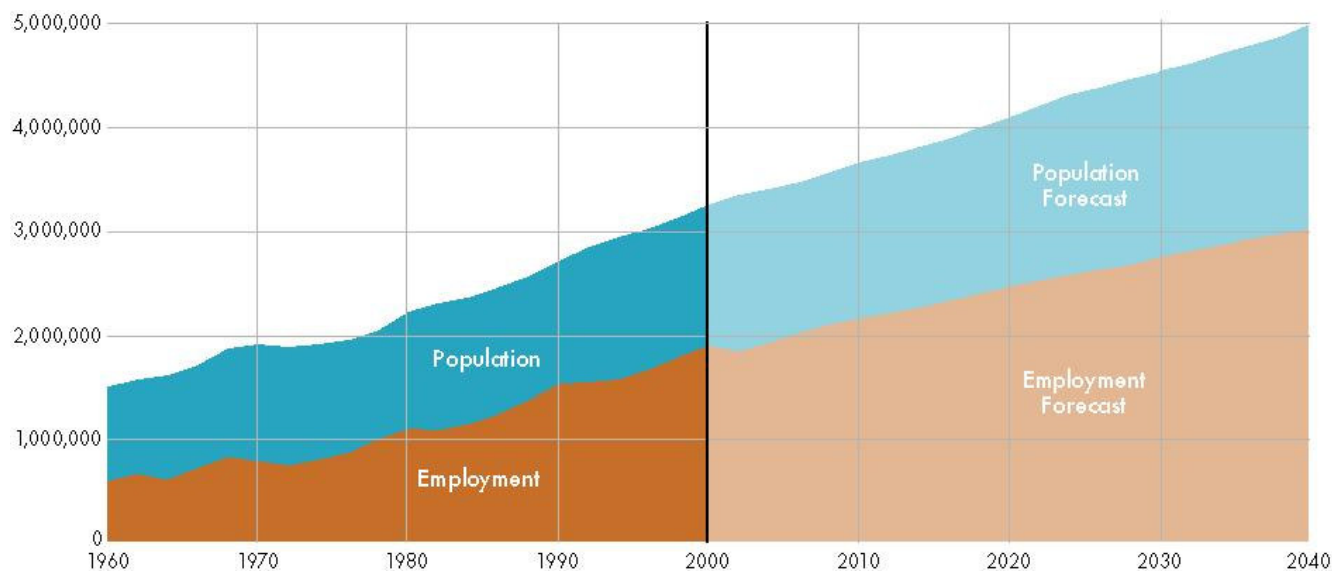
- **WA population has doubled in the last 30 years and an additional 2 million are expected by 2025 (US Census)**
- **Significant growth expected in regions:**
 - Puget Sound: 1 million increase
 - SW Washington: 270,000 increase
 - Spokane Area: 240,000 increase
 - Tri-Cities Area: 100,000 increase
- **Historically, increases in population result in increased aviation activity for business, freight, emergency access, public safety and recreation**

State System - 139 Public Use Airports



Puget Sound

- Sea-Tac - may reach capacity by 2021
- Boeing Field – operations expected to increase by 50% over next 20 years
- Paine Field –GA operations to increase by 80,000 in next 20 years



Puget Sound forecasts pop. increase of 1 million in 20 years

Source: Airport Records and Puget Sound Regional Council

Southwest Washington



- 10-year FAA study revealed need for new regional airport in southwest Washington
- One of the region's public-use airports is closing
- Future Pearson Field operations may be constricted
- PDX anticipates need for a 3rd parallel runway after 2020

 **PORT OF PORTLAND**
Possibility. In every direction.™

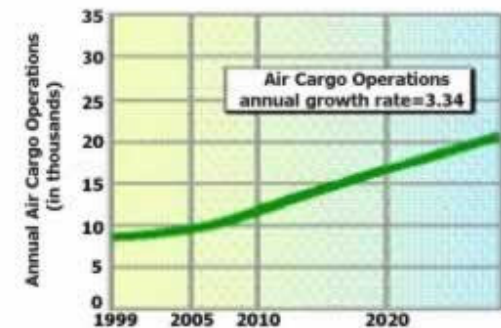
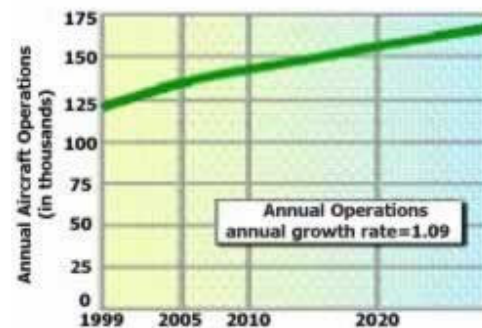
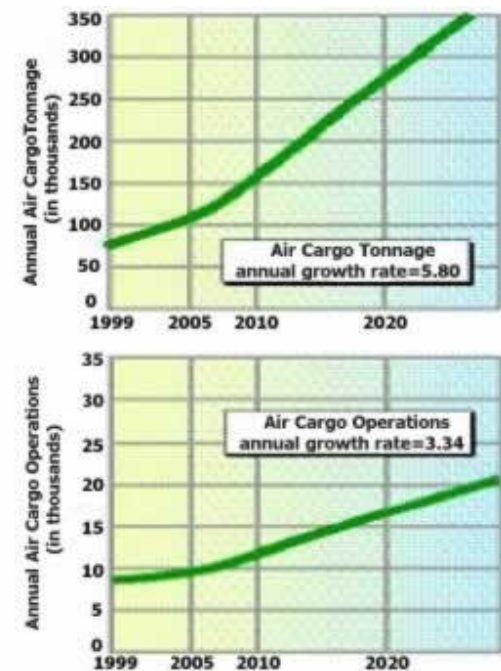
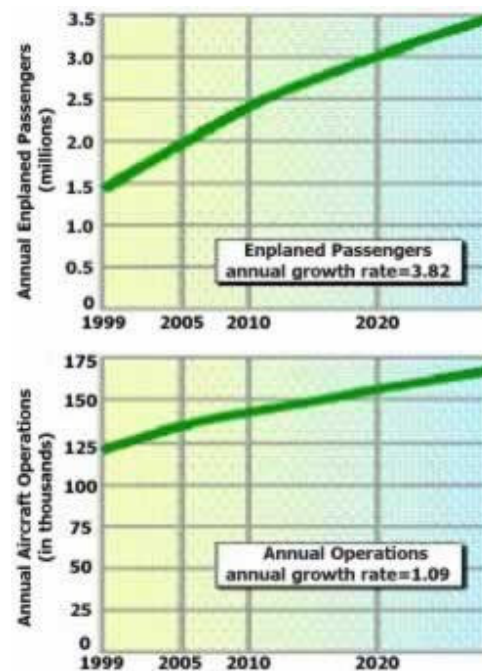


Source: Airport Records and Federal Aviation Administration

Spokane

In 20 years:

- Enplaned passengers will nearly double
- Even more dramatic increase expected for air cargo
- Demand for larger capacity aircraft (i.e. regional and business jets)



Source: Airport Records

Tri-Cities



Tri-Cities Airport

Forecasted increases in 2020:

- Enplaned passengers – +137,000
- Annual Operations – +27,000
- General aviation expects most growth

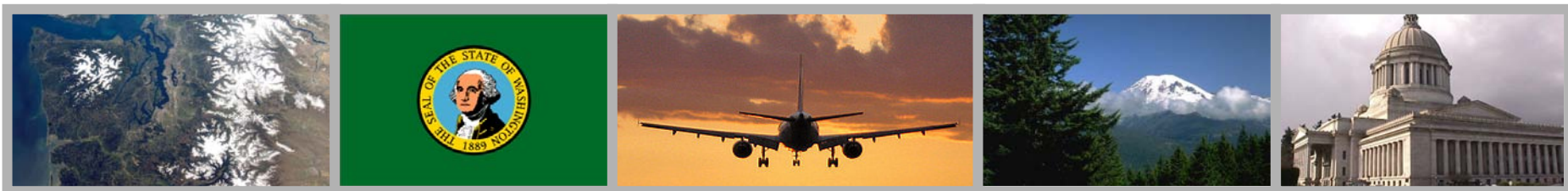
Source: Airport Records

What's Been Done?

- **WSDOT requires ALPs – more than 30 will be completed in 2005-2007 biennium**
- **PSRC Flight Plan (1992):**
 - Build 3rd runway at Sea-Tac
 - Develop major supplemental airports – Paine Field eliminated as preferred alternative
- **Major Supplemental Airport Feasibility Study (1995)**
 - Requested that state begin long range air study
- **Aviation Goals and Policy Plan (1998)**
- **Economic Development Study (2001)**
- **Rural Airport Study (2002)**

What's Next?

- **Governor authorized Long-term Air Transportation Study (LATS) in 2005 to determine current capacity and what will be needed to meet future demands to 2030 (ESSB 5121)**
- **Consists of three project phases.**
- **WSDOT formed a technical committee to assist with consultant selection, review and provide comment on technical papers for Phases I and II**
- **Federal Aviation Administration (FAA) has authorized \$900,000 for Phases I and II**
- **State Funding Includes \$100,000 multi-modal fund**
- **High-speed passenger rail assessment includes \$50,000 multi-modal fund**



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Washington State Long-Term Air Transportation Study (LATS)

LATS PROJECT OVERVIEW

Three Phase Approach to LATs

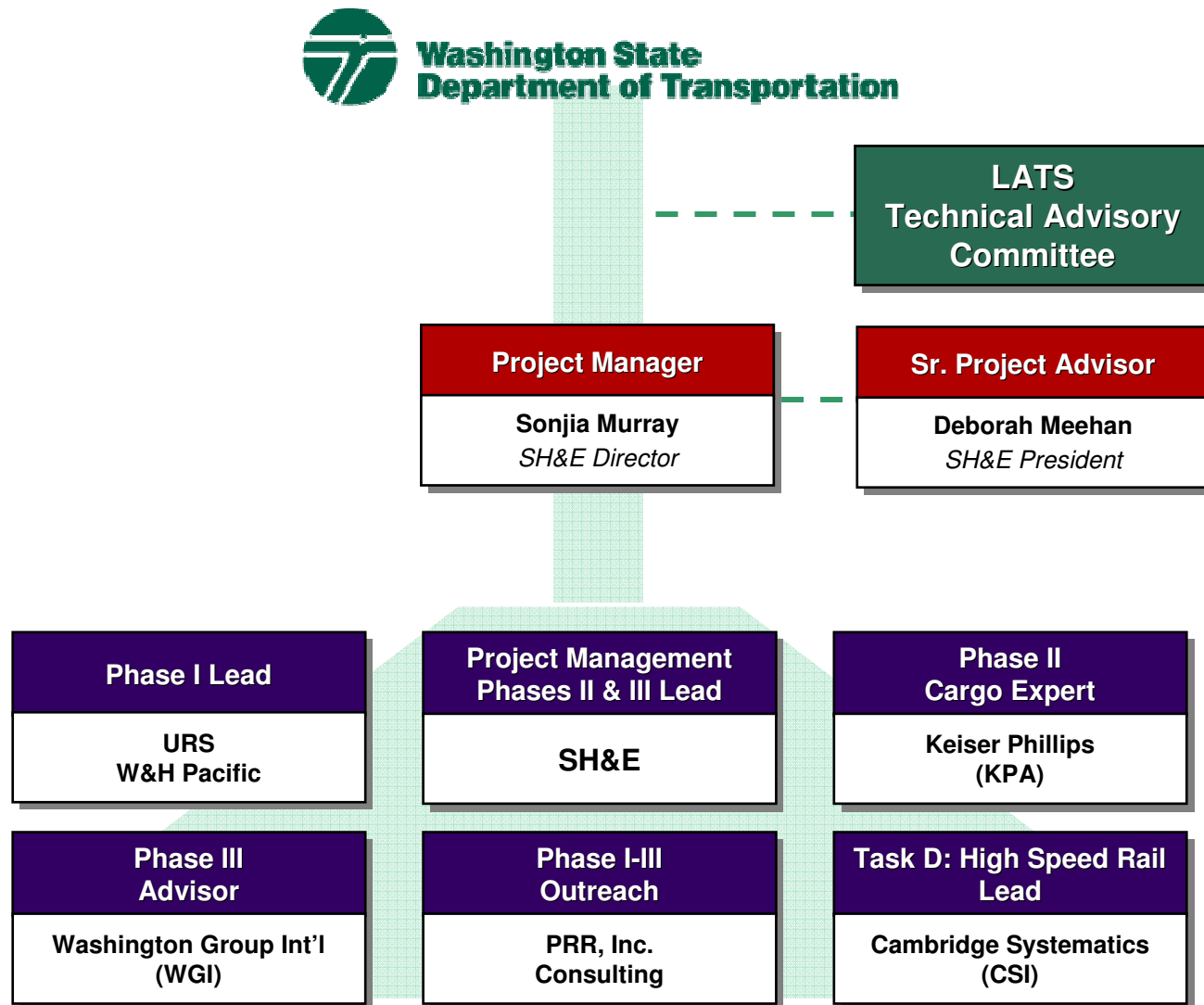
PHASE I	WHAT WE HAVE.	Airport inventory, capacity and airspace assessment.	To be completed by September 2006.
PHASE II	WHAT WE NEED.	25 year activity forecast (139 airports), market analyses at commercial service airports, air cargo forecast, high speed passenger rail assessment; future capacity analysis, summarize system Requirement.	To be completed by July 2007.
PHASE III	HOW DO WE MEET THE NEEDS?	Governor appointed planning council to provide recommendations for future airport strategy and investment statewide.	To be completed by July 2009.

Planning Council

Governor Will Appoint Ten Member Planning Council to Include:

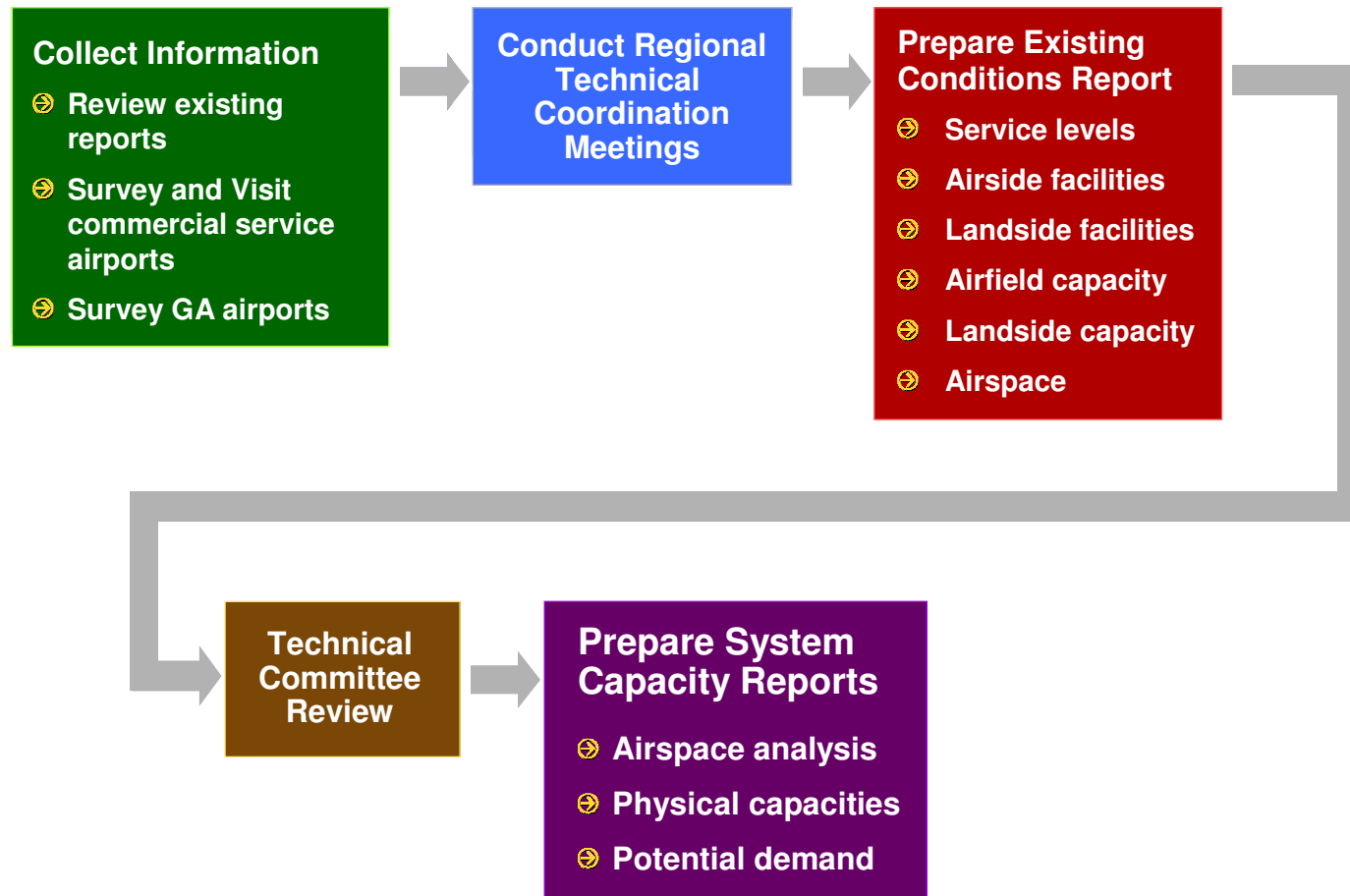
- **WSDOT Aviation Director**
- **Director of CTED**
- **Member of Transportation Commission**
- **Two members of general public**
- **FAA technical expert**
- **Commercial airport operator**
- **Member of GMA hearings board**
- **WAMA representative**
- **Airline representative**

Project Team Roles and Responsibility



Phase I: Planned Approach (May thru September, 2006)

Work Flow Diagram

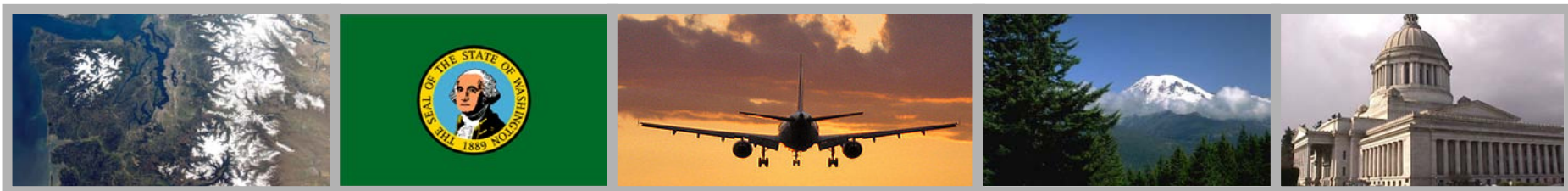


LATS Technical Advisory Committee

Name	Organization
John Sibold	WSDOT Aviation
Kirk Fredrickson	WSDOT Rail
	FAA
Elizabeth Stratton	WSDOT Freight Strategy and Policy
Michael Cheyne	Port of Seattle/Seattle International Airport
Stephen Kiehl	Puget Sound Regional Council (MPO/RTPO)
Doug Maples	City of Yakima
Bill King	CTED Economic Development Division
Joyce Phillips	CTED Growth Management Division
Mike Ferguson	AOPA Northwest Region
Jim Morasch	Tri-Cities/Pasco Airport
Paul Bennett	Quad-County RTPO
Rosemary Brinson Siipola	Cowlitz-Wahkiakum Council of Govt's. (MPO/RTPO)
Dave Crowner	Felts Field and Spokane International Airport

Phase I Key Dates Through September

- **Web Based Statewide Airport Inventory Survey**
 - Beta Test by Seven Airports 1st week of June
 - Distributed Online Survey June 9th, Deadline for Submittal June 30th
 - Mailed Hard Copy to Select Airports
- **Regional Technical Coordination Meetings and Commercial Airport Visits**
 - June 20 (BFI), June 21 (Chehalis), June 26 (GEG), June 29 (MWH)
- **Update Report to State Legislature**
 - July 3, 2006
- **Draft Inventory and Existing Capacity Report by early September**
- **Final Report Phase I, September 29th**
- **For more information and the latest news visit:**
 - www.wsdot.wa.gov/aviation/ lats tab
 - www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/



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**PUBLIC COMMUNICATION AND
OUTREACH EFFORTS**

Public Information and Outreach Objectives

February 2005 – WSDOT released draft LATS communication plan for public comment. Final version identified the following outreach objectives for LATS:

- Increase public awareness about the project
- Prevent surprises: actively engage the public
- Minimize misperceptions about what the study is and what it is not
- Promote use of the Web as primary source of information
- Document stakeholder/public involvement

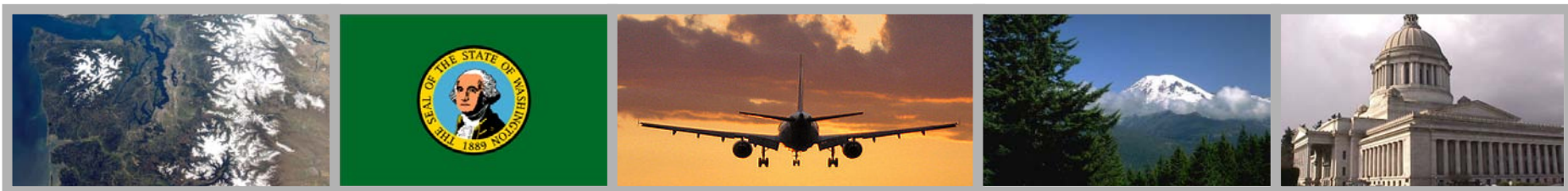
Team Philosophy:
“Over Communicate”
Results and
Key Findings

Ongoing Resources

- **LATS Web site: WWW.WSDOT.WA.GOV/aviation**
- **WSDOT Communications: Nisha Hanchinamani, (360) 651-6310**
- **Aviation News Service – Subscribe: aviation@wsdot.wa.gov**
- **Quarterly Newsletters**
- **Regional Meetings**
- **Statewide Aviation Association Meetings**

Ongoing Resources . . . Cont.

- **Comment Cards**
- **Statewide Media Outreach**
- **Stakeholder Interviews (currently in progress)**
- **Online survey – scheduled for September 2006**
- **2nd set of Regional Meetings – scheduled for October 2006**



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PHASE I AIRPORT INVENTORY SURVEY DISCUSSION

Survey Purpose

- **Establish Baseline Conditions**
 - Annual Aircraft Operations
 - Airfield Capacity
 - Terminal Capacity
 - Air Cargo Capacity
 - General Aviation Capacity
 - Services Offered at Each Airport
- **Assure That All Airports Are Considered in Future Planning**
- **Build A Comprehensive Picture of the Current State Airport System**

Slide 30

j1

Make case consistent with rest of the presentation. Sentence case - for all of these slides

johyar, 6/16/2006

Who Did We Survey?

■ All 139 Airports and Seaplane Bases in the State

- 15 (?) Commercial Service Airports
- 21 Regional Service Airports
- 31 Community Local Airports (10 or more aircraft)
- 23 Community Local Airports (Fewer than 10 aircraft)
- 43 Recreation or Remote Airports
- 10 Seaplane Bases

Source – Aviation System Plan Working Group and Aviation Advisory Committee draft state classification system

How Do We Establish Airfield Capacity?

- **Airfield Capacity Depends On:**
 - The Layout of The Runways and Taxiways
 - The Types of Aircraft Using the Airport
 - The Type of Operation (Training/Touch and Go Activity Yields More Capacity)
- **Master Planning Information and FAA ACs Will Be Used in These Calculations**

How Do We Establish Passenger Capacity?

- **Terminal Capacity Depends on:**

- The size of individual facility components (ticket counters, baggage handling, security, etc)
- The Number of Available Gates
- The Overall Size of The Terminal Building

- **Capacity Calculated in the Master Plans Will Be Referenced**

How Do We Establish Freight Capacity?

- **Air Freight Capacity Depends on:**
 - The Size of Available Buildings
 - The Size of Dedicated Cargo Apron
 - Type of Aircraft Using the Airport

- **Capacity will use PSRC study findings, Master Planning information, other analyses**

How Do We Establish General Aviation Capacity?

- **General Aviation Capacity Depends on:**
 - The Number of Available Hangar Spaces
 - The size of designated Tie Down Apron
- **Capacity will use Master Planning information, other analyses**

How Did We Get The Appropriate Information?

- **Developed an Interactive Survey Instrument**
- **Distributed to All 139 Airports Electronically (e-mail)**
- **Provided Follow-Up Services (help line)**
- **Followed Survey With Phone and E-Mail Reminders to Non-responders/Incomplete Surveys**
- **Goal is For 100% Survey Participation/Response Rate**

Airport Owner Survey

■ **Show Log-In Page**

Airport Owner Survey

- Show First Page of Survey, etc...

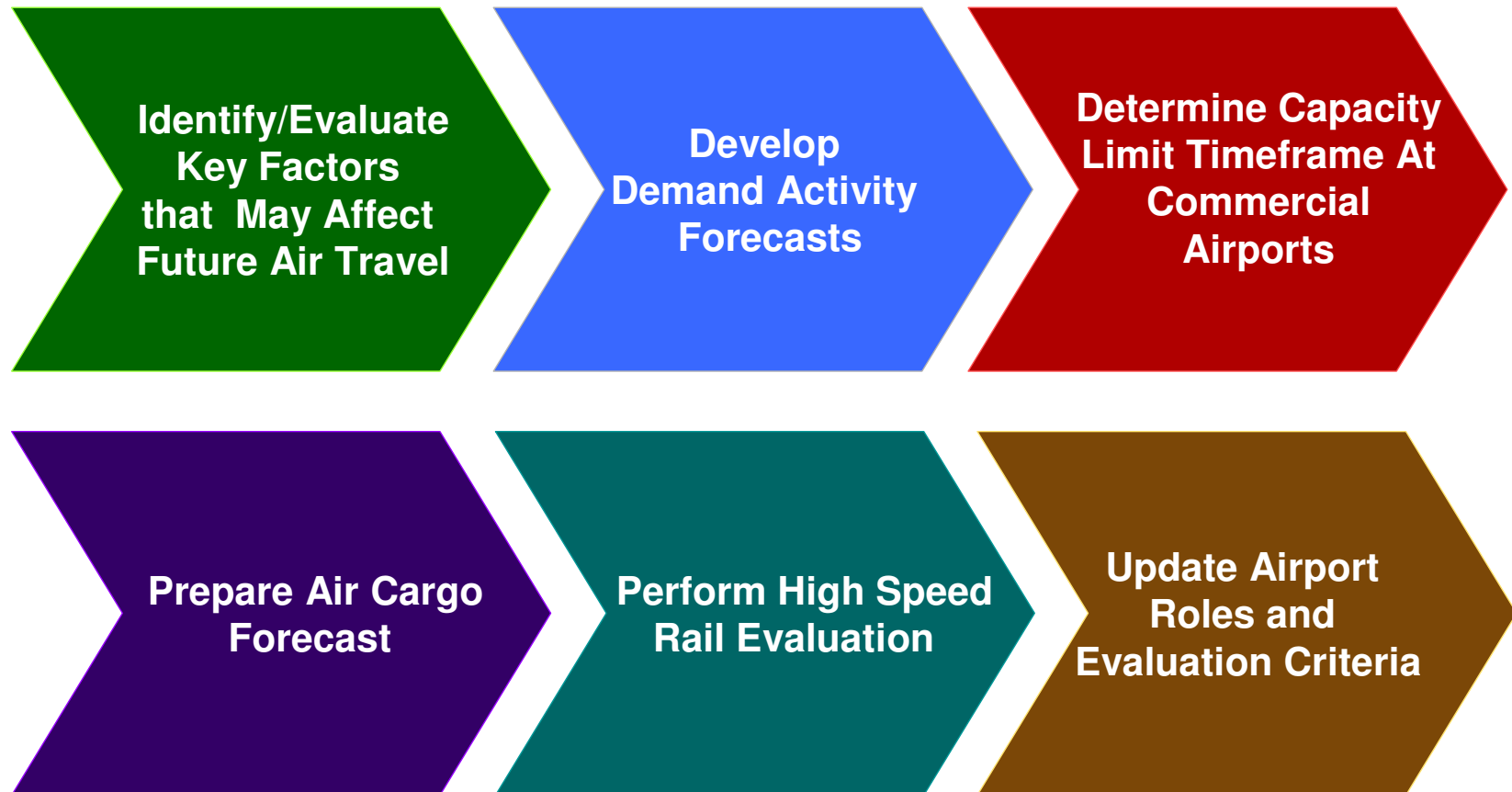
How Will We Use the Information Collected?

- **Summarize the Results of the Surveys**
- **Validate/Confirm with Available Master Plans**
(Completed After 2001)
- **Baseline Conditions Will Be Established For:**
 - Individual Airports
 - Regional Aviation Systems
 - State of Washington
 - (? State Classification)

What Will Phase 1 Accomplish?

- **The State Will Understand Their Airport System Capacity in More Detail**
- **Decision-Makers Will Be Better Informed**
- **Long Range Planning for Facility Expansion Can Include Regional and Statewide Considerations**

Phase II: Planned Approach (June 2006 thru June, 2007)

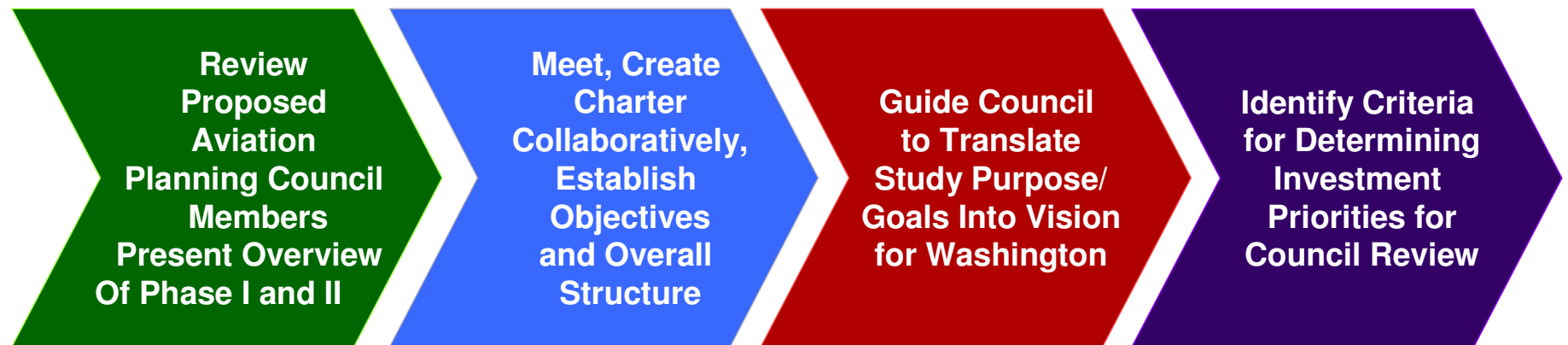


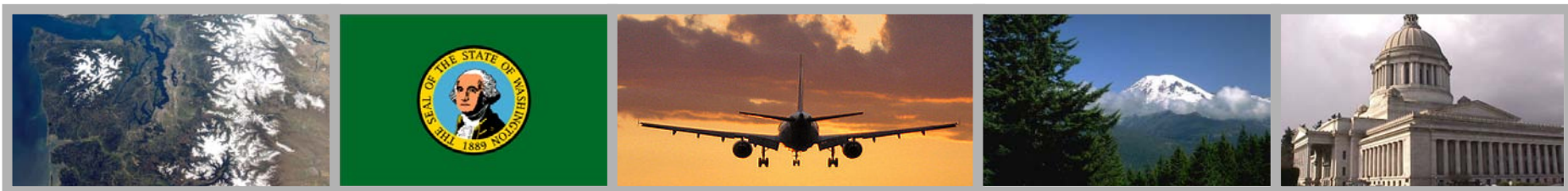
Phase II: Planned Approach (June 2006 thru June, 2007) Cont'd



Phase III: Planned Approach (June 2007 thru June, 2009)

Structure





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TECHNICAL DISCUSSION AND Q&A OF AIRPORT SURVEY AND LATS

For Additional News, Information and Updates, Visit:

www.wsdot.wa.gov/aviation/

